



Aviation Investigation Final Report

Location:	OTHELLO, Washington	Accident Number:	SEA99LA076
Date & Time:	May 21, 1999, 13:00 Local	Registration:	N50AU
Aircraft:	Cessna A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the pilot started turning final on runway 25, he noted a little drift to the right, but he said he straightened out easily and flew straight on touchdown. The aircraft was still flying straight as it was slowing down, when a gust of wind weathercocked the airplane toward the left. The airplane left the runway heading towards a hay field, but before reaching the field, the right landing gear hit a concrete drain inspection pipe, separating the landing gear. The right wing tip struck the ground, turning the aircraft to the right.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions after landing. Factors include gusty winds.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - OTHER

Factual Information

On May 21, 1999, approximately 1300 Pacific daylight time, a Cessna A185E, N50AU, sustained substantial damage during a ground-loop after landing on runway 25 at Othello, Washington. The private pilot, the sole occupant, was uninjured during this personal flight from Pasco, Washington. There was no flight plan filed for the flight. Visual meteorological conditions prevailed at the time of the accident. There was no report of an ELT actuating.

The pilot stated that he encountered a gust of wind during the landing roll and the airplane ground-looped, damaging the right landing gear and the right wing struck the ground. He stated that "As I started turning final on runway 25 there was a little drift to the right, but I straightened out easily and I flew straight on touchdown. The aircraft was still flying straight as I was slowing down when all of a sudden a gust of wind came and weathervaned me toward the left. I left the runway heading towards a hay field, but before I got to the field the right landing gear hit a concrete drain inspection pipe. This sheared the landing gear off, which caused the right wing to hit the ground, turning the aircraft to the right stopping the plane."

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 20, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	839 hours (Total, all aircraft), 40 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N50AU
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1851368
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 28, 1999 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4475 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520D
Registered Owner:	ALFRED J. OCHOA	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMW	Distance from Accident Site:	
Observation Time:	13:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PASCO , WA	Type of Flight Plan Filed:	None
Destination:	(S70)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Airport Information

Airport:	OTHELLO MUNICIPAL S70	Runway Surface Type:	Asphalt
Airport Elevation:	1145 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4200 ft / 45 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.800342,-119.149688(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	PHILL VITTETOE; SPOKANE , WA
Original Publish Date:	March 31, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46453

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